

The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No. 8581

號九廿月三年三統宣

THURSDAY, APRIL 27 1911. 四拜禮

號七廿月四英港香

835, THE ARCADE,
GRAND CENTRAL HOTEL.

SPECIAL TELEGRAMS.

LORD KITCHENER.

TAKES HIS SEAT IN THE HOUSE OF LORDS.

[THE "TELEGRAPH" CORRESPONDENT.]

London, April 26, 8.10 p.m.

Lord Kitchener has taken his seat in the House of Lords.

Lords Morley and Milner introduced him.

HOME SPORT.

THE CUP FINAL.

[THE "TELEGRAPH" CORRESPONDENT.]

London, April 26, 8.10 p.m.

The replayed football final was brought off to-day before a huge crowd, and the result was as follows:—

Bradford, one goal

Newcastle, nil.

This was the score at half time, and no change had been made when the whistle sounded.

HOME RACING.

TWO THOUSAND GUINEAS RACE.

[THE "TELEGRAPH" CORRESPONDENT.]

London, April 26, 8.10 p.m.

The result of the Two Thousand Guineas race was as follows:—

1 Sunstar.

2 Steadfast.

3 Lyeon.

THE DOVERIDGE HANDICAP.

Catrail, Mr. L. de Rothschild, 4yrs 8st 11lb. Trigg 1
Protestant Boy, Lord Londonderry, 4yrs. 7st 4lb. Fox 2
Rathles, Mr. T. Nolan, 6yrs, 8st 8lb. Higgs 3
THE DERBYSHIRE PLATE.
Victory, Mr. A. Stedall, 5yrs, 6st 13lb. Evans 1
Vestern, Mr. R. Buckworth, 4yrs, 7st. Ree 2
Game Fowler, Mr. J. Wholan, 6yrs, 8st 2lb Trigg 3
Telbode, Capt. Herbert, 5yrs, 8st 0lb. 0
(Winner trained by A Sadler at Newmarket.)

Starting Prices:—
11 to 10 on Victory.
6 to 1 against Vestern.
11 to 2 " Game Fowler.
Won by four lengths; a neck between second and third.

NEWMARKET CRAVEN MEETING.

THE BABRAHAM PLATE.
Facet, Mr. L. de Rothschild, 4yrs, 7st 8lb. Trigg 1
Kilbroney, Lord St Davids, 4yrs, 7st 0lb. Keoble 2
Esperanto, Mr. E. Tanner, 5yrs, 8st 3lb. Higgs 3
— "The Asian."

REUTER'S TELEGRAMS.

AMERICA AND JAPAN.

THE DOMINATION OF THE PACIFIC.

REUTER'S SERVICE TO THE
"TELEGRAPH."

Bombay, April 27, 7.20 a.m.

At the banquet of the American Asiatic Society, held in New York, Mr. Knox, Secretary of State, and Baron Uchida dwelt on the Japan-American harmony now existing.

President Taft wrote saying that the recently negotiated treaty shows the friendship is so strong that they can well afford to regard

with complacence the mischievous and malicious rumours which utterly lacked foundation.

Baron Uchida said that Japan would never go to war unless she was forced. Japan's ambition was not to see the Japanese flag dominate the Pacific, but it should be hung over the ocean, and mingled with the splendours of the sun and Stripes should be the sun flag of Japan.

MOROCCO AGAIN.

A GERMAN'S THREAT.

REUTER'S SERVICE TO THE
"TELEGRAPH."

Bombay, April 26, 2.10 p.m.

Herr Pangerman, writing in the "Rheinische Westfälische Zeitung," says that if France seriously resists the demand of Germany for the partition of Morocco, she will have to bear the responsibility if war should take place between Germany and France.

FIGHTING IN ALBANIA.

TURKISH REVERSE.

REUTER'S SERVICE TO THE
"TELEGRAPH."

Bombay, April 26, 2.10 p.m.

Telegrams from Vienna state that the Turkish troops in Albania have suffered a severe defeat by a tribe on the heights East of Tusi.

According to the official account several detachments were surrounded and two companies sent from Tusi were ambushed and lost twelve killed and many wounded.

CHINESE TELEGRAMS.

ANOTHER ACUTE SITUATION.

TROOPS DISPATCHED TO EASTERN PROVINCES.

The newly appointed Viceroy of the Three Eastern Provinces has requested the Throne to dispatch several divisions of troops to the Eastern Provinces, as the Japanese soldiers have been provoking the Chinese for an encounter, and the Chinese soldiers stationed in the Eastern Provinces are not sufficiently strong to cope with the situation.

An Imperial decree has been issued complying with the Viceroy's request.

Recent Conflicts.

[("SHUNG PO" SERVICE.)]

Peking, April 26.

The Board of Foreign Affairs has telegraphed to the Chinese Diplomatic Commissioner at Feng-tien, in Manchuria to investigate the recent conflicts between the Chinese police and the Japanese soldiers.

Viceroy Congratulated.

[("SHAT PO" SERVICE.)]

Peking, April 26.

A number of officials called on the newly appointed Viceroy of the Three Eastern Provinces and offered him congratulations. The Viceroy said that the Eastern Provinces are in a critical situation, and they ought not to come to congratulate him. His demeanour was very touching.

Japanese Troops

Increased.

[("SHUNG PO" SERVICE.)]

Peking, April 26.

On hearing the news that the Japanese have increased the number of soldiers stationed in Manchuria, the Prince Regent is very anxious.

Yesterday the Prince Regent received in audience the Chinese

CHINESE TELEGRAMS.

Minister to Japan and questioned him as to the object of the Japanese government in increasing the number of soldiers in Manchuria, and also asked him as to the attitude of the Japanese government in dealing with the question of those of the Korean people who wanted to become Chinese subjects.

Minister's Return to Japan.

[("SHUNG PO" SERVICE.)]

Peking, April 26.

The return of the Chinese Minister to Japan has created a great interest among the Foreign Ministers in Peking, and they are trying to find out the object of his return.

BRITISH TROOPS ADVANCE.

[("SHAT PO" SERVICE.)]

Peking, April 26.

The Viceroy of Sze-chwan has telegraphed to Peking stating that the British troops have advanced to Patong, in Sze-chwan, and he asked for instructions.

CHINA'S FORTS.

BETTER GUNS USED.

[("SHUNG PO" SERVICE.)]

Peking, April 26.

The President of the Army Board has issued a general instruction to have all the latest quick-firing guns fitted in all the important forts and posts in China.

PEKING AMENITIES.

[("SHAT PO" SERVICE.)]

Peking, April 26.

The wife of the American Minister in Peking will give a dinner party in honour of the wife of the Prince Regent.

Last night, at a concert at the Y.M.C.A., His Excellency the Governor presented prizes to the winners of a billiard handicap, run in connection with that institution. The recipients were:—1, Mr. R. C. Barlow; 2, Mr. A. T. Hamilton; 3, Mr. A. Watson.

AMERICAN NEWS.

[VIA MANILA.]

Washington, April 22.—At the instance of Speaker Osmena of the Philippine Assembly, Resident Commissioner Manuel Quezon has tendered an invitation to Speaker Champ Clark, Representative Oscar Underwood, chairman of the ways and means committee, and floor leader of the majority, and several other democratic prominent in the new Congress, to visit the Philippine Islands in a body after the adjournment of the present session. No announcement has been made as to whether or not the invitation of the commissioner will be accepted, although it is generally conceded that the new congress will take an active interest in Philippine matters, and will probably send a delegation to the islands in the near future.

Washington, April 22.—Representative James Hay of Virginia introduced a resolution in the house to-day authorizing the secretary of war to lease to private individuals the government's coal properties on the island of Batan.

Washington, April 22.—The House to-day passed the Canadian reciprocity bill, which modifies existing tariff regulations to conform to the proposed Canadian treaty. The bill now goes to the Senate, and will in all probability be taken up by that body early next week. President Taft is bending every energy to get favourable consideration for the Bill in the senate, but the protectionists are also lining up for battle, which indicates that the bill will not become a law without a struggle. One argument which will be used in the Senate is that a large class of the Canadians themselves are bitterly opposed to the bill.

Washington, April 21.—General Madero, head of the revolutionary government in Mexico, has followed his ultimatum calling for the resignation of President Diaz as a preliminary condition to negotiations for peace with another condition. He demands that Juarez be evacuated and handed over to his forces before peace commissioners are named. The Mexican government has taken the demand under advisement.

ROUND THE WORLD FOR A BET.

Messrs. Louis P. Hess and William P. O'Connor, who for the past eight months have been working their way around the world on a bet of \$4,800 with the "Rocky Mountain News," that they could complete a tour around the world in 18 months, starting from Denver without a penny in their pockets, left Manila on the S.S. Hallamshire to complete the terms of their wager.

These two venturesome printers left Denver for San Francisco July 28 making their way as best they could as tramps to San Francisco. From there they worked their way to Shanghai on the Besse Dolar, touching Japan enroute. Securing employment in Shanghai they remained there long enough to earn passage money to Hongkong and Manila. During their stay in Manila they have been working for the bureau of printing and have saved enough from their earnings to carry them partly through Europe.

LADY SASSOON'S DEATH.

Bombay, April 3rd.—The death occurred at Poona this morning of Lady Sassoon, wife of Sir Jacob Sassoon Bart. She had been an invalid for years. Several specialists came out from Europe to cure her of paralysis. She succumbed to an attack of bronchitis at eight this morning. She was well known for her charitable disposition and was specially interested in Sassoon Hospital, Poona. The body will be removed to Bombay. Sir Jacob is away in Germany undergoing an operation for his sight.

INDIAN NEWS.

During the week ending March 25th, 45,251 seizures and 39,380 deaths from plague in India were reported.

Karachi, March 30th.—During the week ending the 27th instant six lakhs five thousand six hundred ninety-eight cwts. of wheat were exported from Karachi, bringing the total export since January 1st up to thirty-seven lakhs seventy-nine thousand three hundred and eleven cwts. as against nineteen lakhs thirty-three thousand eight hundred and sixty cwts. during the corresponding period of 1910.

Karachi, March 30th.—The freight market during the week has been steady and rates have recovered the drop of 6d. advised last week. About 8,500 tons have been booked on the berth during the week and a line of 5,000 tons for Antwerp was arranged in London at 15s. 6d. April shipment. The weather and crop reports from up-country continue good.

Bombay, March 30th.—Orders have been received from Whitehall for the despatch of an expedition from India to the Persian Gulf to suppress the gun-running traffic. In Bombay the utmost activity prevails, both in the Government Dockyard and at the Brigade Headquarters.

Bombay, April 5th.—Mr. Sidney R. Thomas, a European aged thirty-six years, residing in a boarding house at Byculla committed suicide by shooting himself with a Browning pistol at about three this morning. He was found dead in an arm chair in his room with a wound on the forehead. Mr. Malone, who was staying in the house said that he found two letters addressed to him by the deceased, one was dated March 25th and the other April 4th. In the former the deplorable his ailments and in the latter the deceased's wife's address in Kent. The jury returned the verdict that the deceased committed suicide by shooting himself while temporarily insane. It was stated at the inquest that the accused used to drink at times and had been behaving strangely. The man's wife is in England.

In the Chief Court, of Lower Burma, a divorce suit has been preferred by Mrs. Florence Isabel Masson (late of the Bandmann Opera Company) against her husband Mr. Michael Masson. The hearing has been fixed for May 2nd.

Bombay, March 30th.—The following official communication was published to-day:—It is understood that His Majesty the King Emperor will reach Bombay on December 2nd and will leave on the evening of the 4th idem.

PHILHARMONIC CONCERT.

The following is the programme of the Philharmonic Concert to be given in the City Hall to-morrow evening at 8.15 p.m.:—Part 1, Liebestraum, F. von Blon, the orchestra; song, "Le baiser," Goring Thomas, Mrs. Schofield; allegro (Sonata for violin and piano), Cesar Franck, Mr. Timmerscheidt and Mr. Dummoberg; duett, "Nocturno," Chaminado, Dr. and Mrs. Schofield; presto and finale for piano and orchestra, Mendelssohn, Mr. Donnan Fuller.

Part 2, Cantata, "The ancient Mariner," Barnett, soloists, Mrs. Stainer, Mrs. Goldsmith, Mr. S. Moore, Mr. F. Austin, chorus and orchestra of 80 performers.

The booking plan is to be seen at Messrs. Lane and Crawford's.

POLICE COURT.

Two post-men, Nos. 22 and 41, were charged this morning with behaving in an indecent manner in Cochrane Street and using abusive language.

P. C. Healy 84 prosecuted while Mr. J. H. Gardiner defended. The cases were remanded till Monday afternoon, at 2.15 p.m.

MISSIONARIES IN CHINA.

The "Daily Telegraph" correspondent at St. Petersburg, dealing with the Russo-Chinese difficulty, says:—

This tea trade dispute appears superlatively petty, and would be so were it only what it seems but the fact is that it signifies a revival of the system of native monopolies, which in the forties of last century almost drove foreign commerce out of China. And the Russian Government possesses adequate evidence for affirming that other trade monopolies are now in process of formation, so that unless the abuse be uprooted at the outset it will spread to the detriment of all foreign nations.

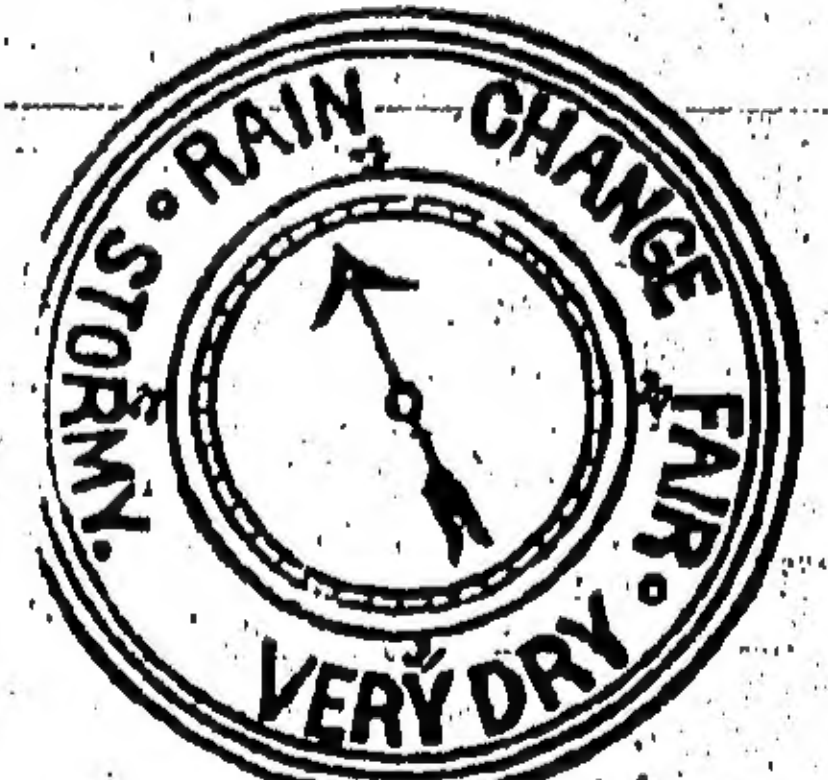
Of course, we went to war in the forties because China, being a whole-hog Protectionist, refused to trade with foreigners. Now, being more civilised, she desires to follow the trend of events in the western world, and she is to be punished for doing so. Will Russia and Germany have a casus belli for Birmingham mandarins succeed in imposing their Protectionist policy on this country? Why should not the same sauce be used for the Birmingham goose as for the Peking gander? East and West the trusts are the same. The Heavens Chinese can teach the West everything that is to be made out of Protection.

The "Morning Post," in an article on Chinese Christian Missionaries, is just as illuminating as the "Daily Telegraph":—

The Western Powers are determined to obtain the world for their markets, and are prepared to have an intercourse on all the peoples of the earth. Does any had been absolutely excluded from China. Western nations would have acquiesced in her permanent isolation?

The "Morning Post's" religious principles seem to be on a par with its economic. What sickening hypocrisy! A journal that wants free trade within our Empire and the foreigner shut out by tariffs condemns the heathen but protectionist Chinese for the same desire! I suppose if the Chinese said he would put a duty of a million per cent. on foreign goods the "Morning Post" would hail him as a convert to Christianity. — "Truth."

The Weather Forecast.



On the 27th at 12.05 a.—The depression lying over the N. part of the Sea of Japan yesterday, is moving into the Pacific.

Pressure has increased moderately over Japan, and given way quickly over the Yangtze valley. A depression is probably forming over the latter area.

The highest pressure is shown over the E. coast of China.

Fresh E. winds and squally weather may be expected over the northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.36 inches.

Forecast District.

- 1.—Hongkong and Neighbourhood, E. winds, fresh; squally, some rain.
- 2.—Formosa Channel, E. winds, moderate.
- 3.—South coast of China between Hongkong and Loochoo, same as No. 1.
- 4.—South coast of China between Hongkong and Hainan, same as No. 1.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$15,000,000.
RESERVE FUNDS:
Reserve £1,000,000 at 2%.....15,000,000
Silver.....15,000,000
\$31,000,000
RESERVE LIABILITY OF PRO.
PHILIPINES.....\$15,000,000

COUNT OF DIRECTORS:
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A. Forbes, Esq.
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C. S. Gubbay, Esq.
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CHIEF MANAGER:
Hongkong—N. J. STABBS.
Shanghai—J. E. H. HUNTER.

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Accounts at the rate of 2 per cent. per annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 3 1/2 per cent. per annum.
For 6 months, 4 per cent. per annum.
For 12 months, 4 1/2 per cent. per annum.
N. J. STABBS, Chief Manager.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per cent. per annum.
Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.
For the Hongkong and Shanghai Banking Corporation,
N. J. STABBS, Chief Manager.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL.....£1,200,000
RESERVE FUND.....£1,600,000
RESERVE LIABILITIES OF PROPRIETORS.....£1,200,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balance.

On Fixed Deposits for 12 months, 4 per cent.
On Fixed Deposits for 6 months, 3 1/2 per cent.
On Fixed Deposits for 3 months, 3 per cent.
On Fixed Deposits for 1 month, 2 1/2 per cent.
W. M. DICKSON,
Hongkong, 26th Jan., 1911. [22]

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP... Yen 24,000,000
RESERVE FUNDS... " 16,850,000

Head Office—YOKOHAMA.

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KOBE. TIEN-TSIN.
OSAKA. PEKIN.
NAGASAKI. NEWCHANG.
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On Current Account at the rate of 2 per cent. per annum on the Daily Balance.

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For 12 months.....4 per cent. p.a.
" 6 ".....3 1/2 " " "
" 3 ".....3 " " "
" 1 ".....2 1/2 " " "

TAKEO TAKAMICHI,
Manager.
Hongkong, 18th March, 1911. [18]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP...Gold \$3,250,000
RESERVE FUND...Gold \$3,250,000
Gold \$6,500,000

HEAD OFFICE:—
60 Wall Street, New York.
LONDON OFFICE:—
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LONDON BANKERS:
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THE Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4 per cent. per annum.
For 6 " 3 1/2 " " "
For 3 " 3 " " "
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GEO. HOGG,
Manager.
No. 8, Queen's Road Central,
Hongkong, 20th Feb., 1911. [19]

Banks.

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY
PAID-UP.....Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS—BERLIN.

BRANCHES:
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INTEREST allowed on Current
Account DEPOSITS received on terms
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Every description of Banking and
Exchange business transacted.

R. TILMERSCHLDT,
Manager.

Hongkong, 16th Mar., 1911. [2]

CHINA MUTUAL LIFE INSURANCE CO., LTD.

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A. J. Hughes, Esq., Secretary.
S. B. Neil, Esq., F.I.A., Actuary.

ASTONG British Corporation Re-
gistered under Hongkong Ordina-
nces and under Life Assurance Com-
panies Acts, England.

Insurance Fund.....\$37,855,885.00
Assets.....8,415,250.00
Income for Year.....3,556,559.00
Insurance Fund.....8,216,813.00

LEFFERTS, Esq., Hongkong,
KNOX, Esq., Canton, Macao
and the Philippines.
B. W. TAPE, Esq., District
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ALEXANDRA BUILDING.
C. LAWDER, Esq., Inspector,
Hongkong.

ADVISORY BOARD,
HONGKONG.
Sir Paul Chater, Kt., C.M.G.
A. F. Hough, Esq.,
J. O. Lefevre, Esq.,
Hongkong, 26th Jan., 1911. [810]

WANTED.

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Chinese and Portuguese.—Apply Q.
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Hongkong, 22nd April, 1911. [1059]

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Hongkong 26th Mar., 1911. [990]

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Capt. G. W. Cookman, R.N. 29th April. Advertisement.

SHANGHAI, MOJI, KOBE
& YOKOHAMA. PESHAWUR About
Capt. E. W. Brind 2nd May. Freight only.

LONDON & ANT-
WERP, SPORE. PALMA 10 A.M. Freight only.
H. W. A. Clark, R.N. 3rd May.

SHANGHAI, MOJI, KOBE
& YOKOHAMA. NILA About Freight and
Capt. E. F. Duddy, R.N. 5th May. Passage.

LONDON & ANT-
WERP, SPORE. SIMLA About Freight and
Capt. G. H. Watkins, R.N. 17th May. Passage.

For Further Particulars, apply to

P. & O. S. N. Co.'s office,
Hongkong, 25th April, 1911.

E. A. HEWETT,
Superintendent.

[4]

NORDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

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and SANDAKAN. BORNEO SATURDAY,
Capt. F. Sembill 25th April,
(T. 5,050) at 10 A.M.

KOBE & YOKOHAMA. PRINCE STOLBERG About TUESDAY,
Capt. D. Leuz 2nd May.

NAPLES, GENOA, ALGIERS, GIBRAL-
TAR, SOUTHAMP-
TON, ANTWERP and
BREMEN. PRINCE LUDWIG WEDNESDAY,
Capt. F. v. Benzler 3rd May,
(T. 18,300) at Noon.

SHANGHAI, TSING-
TAU, KOBE and
YOKOHAMA. "BULO" About WEDNES-
Capt. H. Fortmes 3rd May,
(T. 16,900) DAY.

MANILA, YAP AN-
SAUR, NEWGUINEA, BRISBANE, SYDNEY
& MELBOURNE. PRINCE STOLBERG SATURDAY,
Capt. D. Leuz 25th May,
(T. 6,000) at Daylight.

For further Particulars, apply to

NORDEUTSCHER LLOYD
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG and CHINA.
Hongkong, 25th April, 1911. [7]

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First Class and Up-to-Date.

J. H. TAGGART,
Manager. [25]

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6 P.M. to 11 P.M.

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String Band will play at the above Hotel every Sunday commencing
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W. GALLAGHER,
Manager. [24]

Hotels.

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(LATE CONNAUGHT HOTEL.)
QUEEN'S ROAD, HONGKONG.

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L. GAMEAU, N. BLUMENTHAL,
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Telephone, 170 Telegrams "Astor." [24]

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For Terms, &c., apply to the

MANAGER.
Hongkong 22nd July, 1910. [27]

Correspondence Invited. HARRIS & HIBBERD, Props.

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BAGUIO, PHILIPPINE ISLANDS.

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Running Water in Each Room.

LIVERY STABLE and GARAGE IN CONNECTION.

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MACGREGOR

& CO.

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ESTABLISHED 1864.

Hongkong, 16th January, 1911. [2]

WEISMANN, LIMITED.

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CONFECTIONERS

CATERERS

RESTAURANTEURS

14, Des Vaux Road Central.
Hongkong, 20th April, 1911. [197]

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1080]

NOTICE.

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entations of Hongkong and South
China to HIS MAJESTY KING
GEORGE V. on the occasion of his
Coronation.

Signature Sheets have been sent to
the several Lodges of the District.

Any Brother not being on the Roll
of one of the said Lodges and who is
desirous of signing the Address may do
so by applying to Messrs. Kelly and
Walt, Ltd., or at the Masonic Hall on
or before FRIDAY next 28th inst.

Hongkong, 26th April, 1911. [1045]

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Ware of all descriptions, always on
hand, for sale or hire at moderate rates.

Hongkong, 1st Jan., 1910. [111]

CHOLERA IN SIAM.

THE DISEASE POSSIBLY
DUE TO FISH POISONING.

In a recent issue, the "Siam
Observer" offers some observa-
tions upon the possible cause of
the periodical prevalence of cholera
in Bangkok. It says:—The fact that cases of cholera
occur during the months of
November, December and Janu-
ary, when the climatic conditions
are simply ideal and when the
rivers and canals are full of rain-
water from the mountains of the
North, would seem to point to
these cases being caused by the
consumption of fish carrying some
kind of poison in their system at
that time of the year. It is now
well recognised that some kinds
of fish in Europe cause serious
illness when eaten during certain
months of the year and we
believe there is a public notifi-
cation warning people against
eating these different kinds of
fish. This is essentially a fish-
eating country and cholera, at a
time when the drinking water is
of the best and when fresh and
salt water fish are plentiful, must
be traceable to the staple food of
the people. The cases of illness
amongst members of the Euro-
pean community at the beginning
of the year, after a dinner in
which there was a fish salad, would
seem to point to fish
poisoning. There were different
degrees of illness. In some in-
stances the sickness developed
into cholera and unfortunately
ended fatally in two cases, while
in the other instances there was
no internal illness but severe ex-
ternal eruptions.

We think it is clear that the
bad effects in this instance were
the result of partaking of fish,
which though quite sound, to all
external appearance must have
been impregnated with poison.
It may be quite possible that
nature provides some fish with a
kind of poison, perhaps during
the time of spawning, as a means
of protection. We think that this
is a subject which the authorities
might well take in hand if only
at first with the preliminary ob-
ject of collecting statistics and
appointing a medical commission
to consider the matter in its re-
lation to the health of the people.

ANCIENT RECORD OF
THE FLOOD.

WRITTEN ON CLAY FOUR
THOUSAND YEARS AGO.

The discovery of a tablet on
which was written part of a Baby-
lonian account of the Flood formed
the subject of a very interest-
ing lecture at the Victoria In-
stitute, London.

The tablet was discovered by
Herr Hilprecht in a low stratum
in what was known as Tablet Hill,
at Niffer. This place is identified
with Calveh, one of Nimrod's cities.
On both sides there had been writ-
ing, but this was only decipherable
on one side. According to expert
opinion, it belonged to the period
between 2137 B.C. and 2005 B.C.,
and in all there were portions of
fourteen lines of writing.

Nevertheless, on this slimy
fragment of clay there were written
words of intense interest and im-
portance. Pieced together, with
the obliterated words supplied, a
free translation would run thus:—
"(On the day) of my
descent (?), (which I have announce-
d to thee, I will loosen (the
confines) of heaven and earth. I
will make a flood, and it shall
sweep away all men together;
(but seek thou life) before the
deluge cometh forth; (for over
all living things), as many as
there are, I will bring overthrow,
destruction, annihilation.

Build a great ship, and let its
structure be (as one which is) all
divisions (as for) that (ship),
let it be a house-boat
carrying what has been
saved of life. Cover (it)
with a strong deck. (The ship
which) thou shalt make, (enter
into it and bring therein every
beast of the field, and) bird of the
heavens—(all of them) instead of
the number (which I have fixed),
and (thou shalt bring therein)
thy family."

If we had wished, said the
lecturer, to choose the portion of
such a record, that we would like
to have preserved, it was just this
part, imperfect though it was.
There was no doubt that the text
of the Flood contained a goodly
number of parallels with the ver-
sion in Genesis.

Intimations.

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MERCHANTS.

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VERY OLD LIQUOR

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Malt Whiskies distilled in
Scotland.

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AND
FINE MELLOW
FLAVOUR.

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BULL DOG

BRAND
GUINNESS' STOUT
in PINTS and SPLITS.

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correct information, to serve the truth
and print the news without fear or
favour.

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Telephone: No. 1.
A. B.C. 5th edition
Western Union.

BIRTH.

Wright.—March 23, at King-
ston-on-Thames, wife of A. E.
Wright, F.L.I., P.W.D., Hong-
kong, son.

DEATH.

At the ITALIAN CONVENT on
the 26th inst. at 6.30 p.m. GOLDINA
BLOMSTHAL, aged 6 months and 3
days, daughter of Mr. & Mrs. N.
Blomsthal.
Hongkong, 27th April, 1911. [1085]

THE

Hongkong Telegraph

HONGKONG, THURSDAY, APRIL 27, 1911.

COMMERCE DESTROYERS.

The Imperial Maritime League, which is doing much good work in the way of drawing attention to the problem of national defence, throws light in a recent publication on a side of the Navy question that is not generally known. One of the great duties that will fall to the lot of the Navy in time of war is the protection of our sea-borne commerce, and the League declares that we are far too weak in commerce-protecting cruisers, because Germany has declared her intention to convert any of her merchantmen into ships of war,

on the high seas, whenever hostilities break out, without any notification of the vessels to be so employed. Consider for a moment what this means. British merchantmen are somewhere, not in the immediate vicinity of their own warships—let us say they are in the Indian Ocean, or the North China sea—when without a moment's warning the German vessel with whom they had but then been in friendly rivalry becomes a war vessel and captures or sinks them. A paralysing blow might be struck to British maritime trade in this way. It means also that there are all over the seas of the world at this moment potential enemies ready to prey upon British sea-borne trade. This again means an enormous rise in the price of food in the United Kingdom, and according to the League the probability of such a rise will be vastly increased should the Declaration of London finally be ratified, for in that case all neutral vessels carrying food or other conditional contraband to our ports will be exposed on the high seas to the same risk of capture or sinking as will naturally affect British merchantmen. Starvation at home and in many Colonies would be the inevitable result.

Germany is perfectly within her rights in converting her merchantmen into ships of war, such a step will however, add enormously to the horrors of war. Our own merchantmen would be in worse case than were their predecessors in the good old days of the privateer and the pirate, while under the Declaration of London our neutrals would be so only in name, or rather in so far that they might not retaliate. The whole world would be alienated from us under such conditions unless indeed the friendship of our allies was so strong to the effect, that they would go to war with the power that seized their ships carrying food to us. And this would be the signal for Armageddon.

HONGKONG DAY BY DAY.

H. M. S. Monmouth leaves for Mira Bay on Saturday, and on Wednesday, next proceeds to Wei-hai-wei.

The King has been pleased to approve of Mr. Johan Erik Fwaid Hultman as Consul-General of Sweden for the Colony of Hongkong.

Early this week, says "The Statesman," on March 18, the silver market became very firm on buying for China and the price advanced from 24 5/10d. to 24 1/2d.

Second Lieutenant H. R. B. H. Irwin, from the unattached list of the Indian Army, has been posted to the 15th Mahratta Light Infantry, at Hongkong.

A Chinaman named Man Wah Koo was fined £50 or three months' imprisonment at Liverpool on 21st ult., for keeping a gaming house. Ten other Chinamen found on the premises when the police raided them, were bound over.

Good prices were obtained for the contents of Green Park House, the residence of Mr. Ballois, at the sale conducted by Messrs. Waring and Gillow, a total of £3,708 being realised. A gold lacquer open Japanese cabinet, decorated in numerous colour lac and metal, fetched £200.

At the monthly meeting of the Society for the Propagation of the Gospel, held at the Society's House on 17th ult., the acting secretary, the Rev. E. P. Skotchley, reported that Bishop Montgomery was expected home after his visits to the Missions of the Far East. His speech in the Albert Hall on May 12 would be the prominent feature of the Society's anniversary.

Two cases of plague were reported during the day ending noon, 27th.

A benefit performance will be given at the Bijou Theatre to-morrow night for Miss Vera Ferraro.

The Boys' Own Club athletic sports will take place on the 24th of May, "Empire Day," at the Race Course, Happy Valley.

A motor car yesterday, about 5.15 p.m., knocked down a Chinese boy in D'Agular Street. Fortunately the boy escaped with a few bruises.

The Bandman Opera Company, who have made a very successful stay in Hongkong, leave by the Delta for Shanghai to-day.

With reference to the programme of Indian relief, 1910-11, it is notified that the departure of the R.M.S. "Hardinge" from India originally arranged to take place on the 19th inst., has been postponed.

The Chinese Consul-General in Canada has taken a census of the Chinese residents in the British Dominion, and found that only 2 per cent among 25,000 Chinese are merchants and the rest labourers.

The annual race for the Brown challenge cup will take place at 5 p.m. on Saturday, April 29th. Course—From Corinthian Yacht Club to Fenwick's New Wharf. Judges—Lieut. Paris, R.G.A., and Mr. Thornhill.

A fire broke out in No. 101 Main Street, Shaikwan East at 6.45 yesterday morning. The Shaikwan Brigade was immediately on the spot, and started to extinguish the fire. No. 101 was practically gutted, and No. 99 was damaged by water. The loss amounts to \$1,400.

The heavy gun from the Citadel Battery, Dover, which has at length been embarked in a barge for Woolwich. The great gun was stranded because the railway company refused to allow it to be taken across the Priory bridge, but all difficulties have at length been overcome.

The Admiralty has ordered a week's extra leave to be granted to the crew of the surveying ship "Merlin," who will be returning to England from Hongkong in the cruiser "Pelorus." This concession is made in consideration of their arduous duties during their two years' commission in Far Eastern waters.

The first collision on record between a submarine boat of the United States Navy and a merchant vessel occurred before day-break last week, when the submarine Shark rammed and sank the 80-ton lorcha Opon, owned by Urrutia and Company, off Cape Santiago, about 150 miles south of Manila.

An address will be presented from the Freemasons of Hongkong and South China to His Majesty King George V. on the occasion of his Coronation. Signature sheets have been sent to the several Lodges of the district already. Any Brother not on the roll should apply to Messrs Kelly and Walsh, Ld., or at the Masonic Hall, before Saturday.

From what can be learned it seems that the authorities are making every effort to secure the arrest and trial of the two men J. A. B. Ezra and S. Moosa who are wanted in connection with the alleged opium fraud, in Shanghai. It may be remembered that a complaint was made against them of having defrauded Chinese merchants to the extent of about £16,800,000 by means of false delivery orders for opium, and that warrants were issued for their arrest. They are traced to Japan, and from there that they were supposed to have embarked for America. It is understood that the steamers on which they are travelling touches Honolulu, and it is reported that extradition proceedings will be commenced there.

A BANKRUPT'S BOOKS. SERIOUS ALLEGATIONS OF FALSIFICATION.

The Chief Justice and a jury continued the hearing this morning of the case brought against Lam Chung. It will be remembered that he was charged on four counts of falsification of books with intent to defraud his creditors, and a fifth, that his assets did not amount to 25 per cent of his liabilities. Mr. Alabaster, acting Attorney General, prosecuted on behalf of the Crown and Mr. Potter defended.

After some interposed evidence as to the payment of \$1,000 by the International Bank, Mr. Potter continued his cross examination of Mr. Fletcher, deputy official receiver.

In reply to a question, the witness said he thought the prisoner's cash book had been destroyed and prisoner had tried to compile another from the ledger. His reason for this was that in many instances, where the ledger was right, the cashbook was wrong. This could not have been the case if the ledger had been compiled from the cashbook in the ordinary way.

Mr. Potter—What you have said is that the prisoner has falsified his books; has created new ones in order to conceal his affairs?—I think he has.

Pause a moment. You have not charged him with making new books in order to conceal his affairs?—The official receiver has to take the course advised by the attorney general.

The Chief Justice—It is not Mr. Fletcher at all.

Mr. Potter—As a matter of fact, did you not draw up the charge which was made at the police court?—I helped to draw them up.

Why did you not charge the man with falsifying his books?—There are a number of charges and the fifth is very comprehensive. If he has been dishonest he will be punished for that.

You will drop the serious charge of falsifying books?—It was never made.

Lung How Chang, a creditor, said he had examined defendant's books and found a great many mistakes and corrections. A great amount of detailed evidence regarding various entries was adduced by Mr. Alabaster.

In answer to Mr. Potter the Chief Justice intimated his intention of sitting in the case to-morrow morning.

Cross examined by Mr. Potter witness said other creditors too were willing to prosecute defendant.

Mr. Potter—Do you make alterations in your books. Yes, but not in the same way. Am I right in understanding that some one deliberately made a false entry?—Well, he altered the ledger to correspond with the cash book. Look at the cash book; you will see that the entry in the ledger does not correspond with the cash book. Well, the only thing that does not agree is one thing says "cheque" and the other "goods." Does the date differ? Oh well all accounts vary more or less a few days (laughter).—In your opinion there is not much difference between the cash book and ledger?—Well, they vary a few days but not so much as in the case in question.

LOG BOOK.

A few days ago the Captain of the German steamer "Wisma," on arrival at Cochin, reported to the port officer that one of the crew, a German, fell overboard, and that all efforts to save him were unsuccessful, as he sank immediately after he fell. It is thought that he dashed his head against a lighter that was alongside the vessel.

TYPHOON WARNING.

The telegram quoted below was received at the American Consulate General, Hongkong, from the Manila Observatory at 12.40 p.m.:

Manila, April 27th, 11.40 a.m. Low pressure area over northern part China sea. A typhoon may develop in it to the E.N.E. or N.E. of Paracels.

CHINESE IN LIVERPOOL. IMPORTANT STATEMENT IN PARLIAMENT.

It was the other day that it was stated that the Rt. Hon. Winston Churchill has announced in the House of Commons that the question of Chinese immigration to Liverpool is engaging the attention of the Home Office.

CHINESE IN ENGLAND.

The following conveys an idea of the grounds upon which the agitation against the Chinese slummers are based:—

Approach the subject from any point of view, and it will be found that the cry of those who vehemently declare that the immigration of Chinese constitutes a grave menace is certainly worth attention. Until comparatively recently there were few people who understood what a Chinese laundry really meant. We had had no experience of such establishments. Far removed from China, we were not troubled by John Chinaman. Contentedly we regarded him as a good business man who stayed in his own country, or, at any rate, didn't trouble us, and was an upright dealer.

We welcomed those laundries. They were novelties, and we were pleased to be flattered by the enterprise and the picturesque quality suggested. Ungrudging support was given to them, and since then they have multiplied amazingly. In the Liverpool district alone there are now well over a hundred, and it is very seldom you find one having to be closed through lack of public support. At every other big port, such as London, Glasgow, and Cardiff, a similar state of things has taken place, in addition to the opening of laundries far removed from the shipping centres.

The business became so prosperous that the Chinamen were able to send out to "cousins," of whom every Chinaman has a large number and pay their passage money for the trip from China. This money is refunded by the newcomers by working for nothing but their food for a certain number of days.

Colonies have sprung up, businesses are being constructed on a firm foundation, and many evils have arisen, with the result that protests are numerous and public feeling outraged.

THE CHINESE AND WHITE WOMEN.

The most conspicuous evil which has arisen through the formation of these colonies is the attention which the inhabitants have paid to white women. The Chinese who are here are nearly all from the Canton province. They are of a very low class, and cannot be called colonists in the sense we apply the description to the English, for instance, who emigrate to Canada. A Chinaman coming to this country does not bring his women folk with him; he comes here alone, simply to make money, and having done that, to go home to China, where every true Chinaman feels he ought to end his days.

The danger can be seen at once. Here is a man who has in him the ineradicable notions of his own country— notions which permit him to regard polygamy as a perfectly natural thing, and to commit flagrant immoralities. It is to be wondered at that white women have for him a special fascination, and that whenever he gets the chance he will gratify every desire. In that you find the reason for his abominable conduct towards young girls. Destitute of good morals he acts shamelessly, but nearly always manages, by his natural craftiness, to avoid the consequences.

Marriages between Chinese and English women are now very common events and it is surprising to see how anxious the latter are to justify their action. It is quite true that the Chinaman as a rule treats his white wife kindly, but that is only part of his plan. What of his other wife, or wives, in China? What about the time when he returns to his own country? If he goes alone, his wife in England has no redress; if she goes with him, her eyes are soon opened and her position made apparent by his real wife. It is a striking thing, too, that once a white woman has lived with a Chinaman, she will have nothing further to do with her own countrymen.

SPECIAL TELEGRAMS.

YUCHUANPU LOAN.

JAPANESE PUBLIC
EAGERLY SUBSCRIBE.

["INDEPENDENT NEWS" AGENCY.]

Tokio, April 27.

The Yokohama Specie Bank's

loan to the Yuchuanpu, (Chinese

Board of Posts and Communica-

tions), has been most successfully

issued. Public applications for

subscriptions are numerous and

ongoing.

A very large amount of the loan

has been subscribed by English

financiers, whose applications

were in hand long before the date

of issue.

Of these applications five

million yen has been accepted.

TRADE COMMISSIONERS.

AMERICA APPOINTS THREE

NEW OFFICIALS.

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The United States has appoint-

ed three new commercial com-

missioners, and one of these has

been despatched to Japan to study

conditions governing the export

trade here.

FAR EAST NAVAL ESTIMATES.

PRINCIPAL ITEMS OF HONG-

KONG'S EXPENDITURE.

Under the naval estimates for

the Far East including Hong-

kong, the total estimate for quar-

ters for dockyard foremen and land-

ing men is £4,000 (reduced from

£4,900). For this work £5,900

has already been voted, including

re-votes. The probable expendi-

ture up to March 31st 1911 will

have been £3,500 and £500 will be

allowed for renovation or part

renovation in 1911-12.

The total estimate for dock-

yard machinery is £200, and

£21,000 for the oil store to be

renovated or partly renovated.

Under the heading of "Accom-

modation for Submarines" £3,000

has been voted, the estimate

working out at £400 in excess of

this sum.

The total estimate for the Coal-

ing Depot (Kowloon coal sheds) is

£14,000, of which £2,000 has al-

ready been voted. The original

estimate was £18,000. The prob-

able expenditure to March 31st

this year will have been £7,000.

The Kowloon breakwater is esti-

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LEGISLATIVE COUNCIL.

THIS AFTERNOON MEETING.

A meeting of the Legislative Council was held in the Council Chamber this afternoon. His Excellency the Governor, Sir Frederick Lugard, presided. There were also present:—

Hon. Mr. C. Clementi (Colonial Secretary).

Hon. Mr. C. G. Alabaster (Attorney-General).

Hon. Mr. A. M. Thomson (Colonial Treasurer).

Hon. Mr. W. Chatham, O.M.G. (Director of Public Works).

Hon. Mr. A. W. Brewin (Registrar-General).

Hon. Capt. W. Lyons (Capt. Supt. of Police).

Hon. Dr. Ho Kai, M.B., C.M.G.

Hon. Mr. H. E. Pollock, K.C.

Hon. Mr. E. A. Hewitt.

Hon. Mr. H. Koswick.

Hon. Mr. C. Montague Ede.

Mr. H. H. Crofton (Clerk of Councils).

The minutes of the last meeting were read and confirmed.

NEW MEMBER.

Before the business of the agenda was commenced Mr. C. Montague Ede took the oath as a member of Council in place of Hon. Mr. E. Osborne, who has left for home.

The Colonial Secretary said he requested the permission of the Council to resume the discussion of the resolution which was down in the council's orders for the day. It would be remembered that it was a recommendation that the sum of \$412,501.50 should be advanced to the railway during the current year for the construction of Kowloon-Canton railway. He looked forward confidently to the support of hon. members to pass the resolution because it covered the cost of completion and of constructing the Pankling branch and the construction of additional rolling stock, and was a saving of \$74,506.11 on the estimate presented to the council and accepted without demur when it was brought up in April of last year. It would be unnecessary for him to refer to the remarks made at the last meeting by the hon. member who represented the Chamber of Commerce, who said he doubted whether there were other railways except one or two, in South America, which had cost so much money. He, the hon. member, remarked that the British section of the line was run over simple ground, and made the statement that it was not necessary for a railway of only 22 miles to have two repair workshops and two large staffs. He, the speaker, could not allow, so many mis-statements to be made without the least protest, and on the question of workshops he would draw the hon. member's attention to a letter which appeared in the "Hongkong Telegraph."

After quoting the letter at some length the speaker congratulated the writer of the letter, and pointed out that it would be impracticable to transport engines and rolling stock across the harbour every time they needed repair. Choice was either to have repairing workshops of their own, or give the monopoly of repair to another firm. That they would all agree would not be sound business. He could hardly believe his ears when he heard the hon. gentleman speak of the land, over which the line was laid, as simple. He would ask him to come with himself (the speaker) for a walk from Kowloon to the Lowu over the central line of the railway. He had brought with him, and laid upon the table, reports of progress and plans of the section of the railway, and he would invite their attention to them. They would then see that it was run on arduous and difficult ground, involving as it did, five tunnels, 49 bridges and culverts, many heavy cuttings and high banks running along an exposed foreshore. If these were required on simple ground he was of opinion that a railway could not be run across rugged country that could pay. His Excellency had explained in Feb'y, 1908, and on June 19, 1910, that Mr. Bruce's figures were in no sense definite. Mr. Bruce was to decide what course the railway should take, and he decided that it should be the Beacon Hill route. There it was that his work ended. Mr. Eves in June, 1907, estimated the cost of the section at over eight million dollars, and

this was revised in 1909, and it then came to over eleven million dollars. The cost had now been finally revised and estimated at \$12,200,020. The hon. member representing the Chamber of Commerce doubted whether any railway in the world with the exception of one or two in South America had ever cost so much. He arrived at the figure by taking the revised estimate, and dividing it by 22, the length of the line in miles, giving him a cost of \$558,951 per mile. However, it must be remembered that in the cost was included the expense of a number of sidings at the terminus, besides the erection of buildings, and he did not consider it quite an adequate method of ascertaining the cost per mile. He had been informed by the manager of the Chinese section that the probable capital cost of the Chinese section, which was 83 miles long and was run through what might be called simple country, would be \$15,500,000, and therefore the cost of the whole of the line from Kowloon to Canton would then amount to \$27,700,020 for one hundred and eleven miles, or an average cost of \$250,442 per mile—by no means an incredible sum. Finally the speaker said he had consulted Mr. Lindsay who had given him the following figures and comments:—Cost of the Beacon Hill line \$455.28 per foot, moderate; average cost of the other four double line tracks, \$170.74 per foot, very cheap; cost of reclamation 65 cents, also very cheap.

Mr. Hewitt said he understood that in the main they had been merely carrying on something, but in view of the importance of that question four unofficial members met on the subject. They had discussed the question very fully in view of the statements that had been put before them by the present engineer. He now spoke on behalf of these members, and it was their opinion that it was not necessary for the railway of the length of the Kowloon-Canton railway to have complete workshops. They had another discussion the other day and they still maintained that. They were prepared to admit that it may be necessary to have some workshops, but not complete workshops. At one time the estimate was 9,000,000 dollars, the estimate now stood at 12,300,000 dollars and even that did not include the cost of the Kowloon railway station. That sum would have been still further increased by a quarter of a million dollars had it not been for a very lucky chance the Government got of keeping down that sum. Another point which he agreed upon was that the expense of the railway had very largely exceeded the estimate which was a carefully prepared and a most reliable one. They came to consider, that the mistake was made by His Excellency's predecessor, for which His Excellency nor any other official was responsible. It was a mistake that the contract was not put out in the first place to some reliable railway construction firm. It is quite possible, and he was quite prepared to admit and believe, that if an inquiry had been made the estimate put forward may not have been so large. If the railway had been constructed by a proper company rather than by every day work—departmental work—they would have got their railway much quicker and at less cost. Another difficulty admitted by His Excellency's predecessor was that the construction of a railway of that sort was difficult of supervision. For those reasons the unofficial members still seemed to consider that it would have been better had the work been carried out by contract. Another question. Over and above the cost of the railway which now would cost over 12,000,000 dollars, this sum excluded the cost of the terminal station, and a sum of 7-12 lacs had also been incurred by the ratepayers for land, which at the moment was not required, and that possibly of the 30 or 40 acres of land resumed by the Government a good deal may have to be disposed of later on. That was one of the reasons why his colleagues agreed with him in the objection to the manner in which expenditure on the railway had been piled up, and they considered the Government had invested an undue amount of money for resuming land, purchasing land, which now they did

not want, and in retaining an undue area. Ratepayers money had been sunk in the land, and later on as His Excellency pointed out last Thursday, that it was not unreasonable to suppose that the government would do their best in order to get the best profit. What use would the land be put to? The bulk of the land, he took it, could only be used for wharves and godowns. His Excellency had most carefully pointed out that it was the last wish he had in his mind to compete with existing interests, such as Holt's Wharves, the Kowloon Wharf and Godown Company, the Star Ferry Company, which had all gone to build up that section of the trade of the colony. His Excellency went on to say that "I may say at once that the Government has no idea of building either wharves or godowns on that reclamation, unless and until the development of the railway will justify its extension." He (the hon. member), hoped, and he sincerely believed it would not be many years before the railway developed. The railway would develop by leaps and bounds, but that did not necessarily mean that the trade of the colony would develop to the same extent. They all knew that a lot of money had been expended by ratepayers of the colony on wharves, godowns, &c. These people were large ratepayers. As they knew very well the trade in the Far East had been depressed in the past years. Trade had also changed. There was not the large demand for wharves and godowns which was the case in the past. Merchants appeared to be content to go from hand to mouth with their stocks, and the consequence was that for some years past, the supply was in excess of the demand in the colony, and personally he was afraid—of course he may be wrong—but he was afraid that it would be a considerable time before all the godowns now in the existence were fully required for the use of the trade of the colony. In the first place, continued the hon. member, they had sunk an undue amount of money on purchasing property and retaining property, that would probably be disposed of. The remarks he had made covered the points which were discussed by himself and three colleagues, and which they decided should be put before the Council. There were other questions debated, but he would not deal with them that afternoon. He would have preferred to have taken his seat at that stage, but in view of the personal attack which the Hon. Colonial Secretary had thought fit to make upon him, he felt bound to reply. He was speaking for himself, and he was speaking on his own responsibility and without the consent of his colleagues, although he noted they may endorse a good deal of what he said. The hon. member spoke of the attack made by the Colonial Secretary, and said that he had travelled the New Territory long before the Colonial Secretary came to Hongkong.

Hon. Mr. Pollock said it had always been for him a painful duty to disassociate himself in any way from any of his unofficial colleagues, and more especially was that the case with his friend the hon. member representing the Chamber of Commerce. But the hon. member made a statement at the meeting of the council on Thursday last which he (the speaker) thought it his duty to challenge because he felt that although the hon. member had stated that he never did intend in the least to cast any reflection upon the efficiency of the railway staff, he, Mr. Pollock, felt that the words actually used were calculated to convey an imputation upon them. What the hon. member for the Chamber of Commerce said on Thursday last was that the "cost was some 100 to 150 per cent. more than the original estimate." He (Mr. Pollock) confessed that he thought the statement would convey to anybody reading it the meaning that originally the then engineers in charge of the railway, had solemnly drawn out a full estimate of the proposed work and that the estimate had been exceeded by 100 to 150 per cent. Looking back over the pages of Hansard one found that the original estimate, as the hon. member called it, called for the sake of convenience, Bruce's estimate, was not an estimate in the ordinary sense of the term. It was

not an estimate at all. His Excellency had yearly addressed the Council upon the subject of this railway, and so long ago as 6th February, 1908, stated very clearly that Mr. Bruce's estimate was only a rough one. That point appeared still more clearly later on in His Excellency's two speeches to Council, on 13th May and 10th June, 1909. In the latter speech His Excellency showed how very rough the so-called estimate of Mr. Bruce was; in fact His Excellency described it as being rather in the nature of a preliminary survey than an estimate and omitted altogether very important and expensive items connected with the railway. On the 13th May, 1909, on His Excellency's direction, there was laid on the table an estimate revising the estimate made by Mr. Eves in June, 1907, which showed roughly speaking a grand total of eleven million dollars. Therefore, when the meeting of 10th June, 1909, was held unofficial members had had in their hands for some four weeks not merely Mr. Eves' estimate of June, 1907, but also the revised estimate laid on the table on 13th May, 1909. At that meeting as the hon. Colonial Secretary had pointed out, Hon. Mr. Stewart said that the idea, which apparently had obtained some credence in the colony at that time, that we were paying far too much for this railway, ought to be dissipated by His Excellency. The hon. Mr. Stewart appeared to have been at that time the only unofficial member who offered any criticism of Mr. Eves' revised estimate of eleven million dollars and he apparently arrived at the conclusion that, although they all deplored the increase in the estimate, a satisfactory explanation had been given by His Excellency. He (Mr. Pollock) could not find that any unofficial member dissented from that view and hon. member representing the Chamber of Commerce was among those present on that occasion. Again, turning to the debate in Council on 21st October, 1909, five months after Mr. Eves' revised estimate of eleven millions, he found that the hon. member for the Chamber of Commerce had been entrusted by the task of criticising the speech of His Excellency the Governor and the general policy of the government, and he (Mr. Pollock) found that he criticized at some length, his remarks occupying nearly seven columns of Hansard, but Mr. Pollock was unable to find any criticism made by his honourable friend upon the question of the railway policy or administration. As far as he could gather from the remarks fallen from the lips of the hon. member of the Chamber of Commerce, the only criticism that could be levelled against the government, was that they were in possession of more land than was required by the railway at the present moment. The fact that the two ends of the line met in Beacon Hill tunnel at different gradients to an exact inch, was just what they should have expected of competent British railway engineers. He put this forward as proof—that the engineers in charge were competent men. They knew their business. The Colonial Secretary had admitted that an error of judgment had been made, with regard to the bridges, but looking at the work as a whole, although he (Mr. Pollock) was of the opinion that it had cost a great deal more than any of them would wish, they had got, in fact, good value for their money, and he might say, in view of the figures put before them by His Excellency at the last meeting, that the prospects of the railway appear to be a good deal better than was originally anticipated. With regard to the working agreement with the Chinese government he felt that their Chinese friends very readily appreciate the importance of economical working, and would in the end come round to His Excellency's point of view on the subject. His Excellency then wound up the debate and the recommendation was passed.

"The result of the census for the city for the Argentine Government has been launched at Birkenhead." If we hadn't seen this by a lucky chance, in the "Bradford Daily Argus" we should never have known.

LICENSEE IN TROUBLE.

POLICE PROSECUTION.

The charge against William Krater, of the "Rose, Shamrock, and Thistle," was again heard this morning before Mr. E. H. Hallifax, for unlawfully permitting a woman to entertain customers, by playing a piano in the bar room on the evening of the 17th inst.

Mr. P. P. J. Wodehouse prosecuted, while Mr. J. H. Gardiner appeared on behalf of the defendant.

Jose Souza, a pianist, said that on the 28th ult. he was asked by a friend who was going away, to play, on three days, including the day in question, at the "Rose, Shamrock and Thistle."

He played there on the 17th ult. from six to 11.30 p.m. during which time he only left for a few minutes. No child or woman, so far as he saw, played the piano on the evening in question.

The magistrate—How were you dressed that night?—In white jacket and black trousers.

How long were you away from the piano that night?—Only two or three times.

How long were you away?—About two or three minutes.

Witness added that he only played the instrument intermittently. Mr. Gardiner—Was there any other male pianist there that night save yourself?—No.

Did any soldiers sing that night?—No, some soldiers came and talked to me.

Were there soldiers in the bar last night?—Yes.

Private Stanton, K. O. Y. L. I., said that on the day in question he was in the defendant's house, going there at about 7.20 p.m. and leaving at 11.30 p.m. He remained in the house the whole time and on no occasion did any girl or woman play the piano. That was done throughout the evening by the previous witness. He did not see the defendant's little girl the whole evening.

The magistrate—Do you go there regularly?—Two or three times a week.

Was there any singing that night?—There was not.

They say that a soldier sang to the defendant's daughter's accompaniment. Is that wrong?—That is.

Do you remember how the pianist was dressed?—In a white smock dress. I did not notice his trousers.

What makes you remember that night, was there any difference at all?—None.

There was a new pianist?—Yes that was the only difference.

Samuel Rose, Queen's Road E., store-keeper for the O.P.R. gave evidence to the effect that while he was there two or three soldiers were singing. He was absolutely sure that there was no woman or girl playing the piano.

The magistrate—What coloured coat had the pianist on?—A black one.

Are you sure of that?—Well it was dark; it might have been blue. It was not white?—No.

Mr. Gardiner thought that, in view of the evidence that had been put forward by the defence, the case should be dismissed.

Deputy Supt. Wodehouse asked that he might be allowed to bring evidence to rebut it.

The magistrate—That is not necessary. I am perfectly satisfied I must convict. You will be fined \$25.

THE SORROWS OF SATAN

would have been much less if he had only used

"CLUB WHISKY."

H. PRICE & CO., LTD.,

12, Queen's Road Central, Hongkong;

and

83, Haiphong Road, Kowloon,

Hongkong, 20th April, 1911.

Today's Advertisements

IN THE MATTER OF HERBERT WILLIAM KENNY, DECEASED.

NOTICE is hereby given that authority has been granted by His Britannic Majesty's Supreme Court for China and Corea to JAMES WILLIAM JAMIESON Esq., O.M.G., H.B.M.'s Consul-General at Canton to Administer the estate of the above-named deceased who died at Hongkong on March the 11th, 1911.

All persons having claims against the said estate are hereby required to send Particulars of such claims to the Under-signed on or before the 10th day of June, 1911, after which date the assets will be distributed having regard only to claims of which notice shall then have been given and NOTICE is hereby given that all persons indebted to the said estate are required to make immediate payment to the Under-signed.

J. W. JAMIESON,
H.B.M.'s Consul-General.
Hongkong, 27th April, 1911. [1088]

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking cargo on Through Bills of Lading to Rangoon, Madras, and Mauritius.)

THE Steamship

"LIGHTNING,"
Captain E. P. Smith, will be despatched for the above ports on WEDNESDAY, the 5th inst., at 1 p.m. For Freight or Passage, apply to

DAVID SASSOON & Co., Ltd., Agents.
Hongkong, 27th April, 1911. [1089]

HEUNGCHOW.

A GROWING CHINESE PORT.

The Customs Commissioner at Lappa says, in his last annual report, that Heungchow "will be a great attraction to many wealthy Chinese immigrants, who are averse to returning to their own country and making their homes in an ordinary Chinese city, or village for the reason that, owing to long residence in foreign countries, they have acquired foreign habits, likings and tastes."

"The promoters' scheme is a most ambitious one. Of prime necessity there will be the construction of an immensely strong breakwater, over a mile long, and extensive dredging, as there is no natural harbour."

"The scheme allows for a well laid-out city, with broad streets and foreign buildings for shops and residences, which is to be governed by a municipal council; it also provides for schools, charitable institutions, police and fire stations, theatre, public gardens, electric light and trams, waterworks, afforestation, chamber of commerce, free libraries, and, in fact, everything that may tend to public good. Opium smoking and gambling of all sorts are to be strictly prohibited."

About a year ago the Viceroy petitioned the Central Government asking that it may be made an open port and a free port, the design being to build it up on the basis of trade freedom like that enjoyed in Hongkong.

The Trade Mark is intended to be used by the Applicants forthwith in respect of the following goods, Manufactured Tobacco in class 45.

A facsimile of the Trade Mark can be seen at the Office of the Registrar of Trade Marks, Hongkong.

BRITISH CIGARETTE COMPANY, LIMITED,
A. HARRISON,
Attorney.
Hongkong, 27th April, 1911. [1087]

THE TRADE MARK ORDINANCE, 1909.

APPLICATION FOR THE REGISTRATION OF TRADE MARK.

NOTICE is hereby given that the BRITISH CIGARETTE COMPANY, LIMITED, (a Company registered under the Laws of Hongkong) of No. 18 Bank Buildings, Hongkong, and No. 22 Museum Road, Shanghai, China, Tobacco Manufacturers, have on the 11th day of April, 1911, applied for the registration in Hongkong, in the Register of Trade Marks, of the following Trade Mark:

The Label consists of a square panel at the foot of which is an inset of peculiar design, in which is shown a floral design. In the body of the square panel is shown a square inset in which is depicted a cloud effect, over which the Japanese Characters 大御代, are printed, translated as "OHMIYO."

Along the top of the large panel birds flying are shown, and on the left side the Company's name is printed in Chinese Characters, thus 英國 卷煙草株式會社

In the name of the BRITISH CIGARETTE COMPANY, LIMITED, (a Company registered under the Laws of Hongkong), of No. 18 Bank Buildings, Hongkong, and No. 22 Museum Road, Shanghai, China, Tobacco Manufacturers, who claim to be the sole proprietors thereof.

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BRITISH CIGARETTE COMPANY, LIMITED,
A. HARRISON,
Attorney.
Hongkong, 27th April, 1911. [1087]

POPULAR "ASAHI" BEER

Note our Price \$12.00 per case containing 4 dozen quarts or 6 dozen pints.

Hongkong, 7th April, 1911. [84]

Today's Advertisement.

THE TRADE MARK ORDINANCE, 1909.

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BRITISH CIGARETTE COMPANY, LIMITED,
A. HARRISON,
Attorney.
Hongkong, 27th April, 1911. [1087]

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec, &c. (Subject to alteration.) Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From Quebec
"EMPEROR OF INDIA".....Sat., April 29.	"ALLAN LINE".....Fri., May 26.
"EMPEROR OF JAPAN".....Sat., May 20.	"EMPEROR OF BRITAIN".....Fri., June 16.
"EMPEROR OF CHINA".....Sat., June 10.	"ALLAN LINE".....Fri., July 7.
"EMPEROR OF MONTAGNE".....Wed., June 28.	
"EMPEROR OF INDIA".....Sat., July 1.	"EMPEROR OF IRELAND".....Fri., July 28.
"EMPEROR OF JAPAN".....Sat., July 22.	"ALLAN LINE".....Fri., Aug. 18.

"Emperor" Steamers will depart from Hongkong at 6 p.m. 12 noon.

Each Trans-Pacific "Emperor" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Emperor of Britain" and "Emperor of Ireland" are magnificent vessels of 14,000 tons, Speed 20 knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States, and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).....£71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars of application from Agents.

Through Passengers are allowed stop over privileges at the various points of interest en route.

R.M.S. "MONTAGNE" carries only "One Class" of Saloon Passengers (Terminals Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port.....£43 Via New York.....£46.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. CHADDOCK, General Traffic Agent, Corner Paddar Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM
NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SAPOR, SAMARANG	SUISANG	Saturday, 20th Apr., Noon.
MANILA, & SOERABAYA	YUENANG	Saturday, 20th Apr., 2 p.m.
SHANGHAI, KOBE, & MOJI	KUTSANG	Friday, 5th May, Noon
TIENSIN	CHOENGSHING	Saturday, 6th May, Noon.
MANILA	LOONGSANG	Saturday, 6th May, 2 p.m.
SINGAPORE, PENANG	NANSANG	Monday, 8th May, Noon.
& CALCUTTA	MAUSANG	Wednesday, 17th May, Noon.
SANDAKAN		

RETURN TOURS TO JAPAN, (Occupying 21 days). The steamers "Kutsang," "Namsang" and "Fookang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried. Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chufoo, Tientsin & Newchwang.

† Taking Cargo on Through Bills of Lading to Kuddat, Lahad Duta, Simporna, Tawao, Usukan, Jesselton & Labuan.

For Freight or Passage, apply to JARDINE MATHEW & CO., LD.

Telephone No. 215. General Managers. Hongkong, 26th April, 1911.

BANK LINE, LTD.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER and SEATTLE via SHANGHAI and JAPANESE PORTS.

Steamer	Tons	Captain	On or about
"SUVERIO".....	6,232	F. S. Cowley..	4th May
"KUMERIO".....	6,262	G. B. McGill..	30th May
"LUCERIO".....	6,400	J. Mathie.....	30th June

To be followed by other steamers of the Company at regular intervals. The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, and Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.

The Steamers of the Line are of the most modern type, have excellent accommodation for storage passengers and a limited accommodation for Cabin passengers; they are fitted throughout with Electric Light, the "Lucerio" and "Ororio" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Points.

For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED, KING'S BUILDING, Praya Central.

Telephone No. 780. Hongkong, 18th April, 1911.

[805]

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between JAVA, CHINA and JAPAN.

Expected on or about: Will leave for On or about

Tjitaroom.....SHANGHAI 2nd half Apr., JAPAN.....2nd half April

Tjipanas.....JAPAN.....2nd half Apr., JAPAN.....2nd half April

Tjilatjap.....JAPAN.....2nd half Apr., JAPAN.....2nd half April

Tjibodas.....JAPAN.....1st half May, JAPAN.....1st half May

Tjilidong.....JAPAN.....1st half May, SHANGHAI.....1st half May

Tjimahi.....JAPAN.....1st half May, JAPAN.....2nd half May

Tjikini.....JAPAN.....2nd half May, JAPAN.....2nd half May

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN, York Buildings.

Telephone No. 876. Hongkong, 27th April, 1911.

Shipping—Steamers

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATIONS.	STEAMERS.	SAILING DATES, 1911
MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE.	AKI MARU, Capt. K. Homma, Tons 7,000	WEDNESDAY, 10th May, at Daylight.
PENANG, COLOMBO AND PORT SAID.	MISHIMA MARU, Capt. A. E. Moses, Tons 9,000	WEDNESDAY, 24th May, at Daylight.
	KAGA MARU, Capt. M. Hagino, Tons 7,000	WEDNESDAY, 7th June, at Daylight.

VICTORIA, B.C., & SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI & YOKOHAMA	KAMAKURA MARU, Capt. B. Kon, Tons 7,000	SATURDAY, 20th May, from KOBE
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VICTORIA, B.C., & SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI & YOKOHAMA	AWA MARU, Capt. Iizawa, Tons 7,000	TUESDAY, 23rd May, at 4 p.m.
	INABA MARU, Capt. S. Tomimaga, Tons 7,000	TUESDAY, 20th June, at 4 p.m.

SYDNEY & MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	KUMANO MARU, Capt. M. Winkler, Tons 6,000	FRIDAY, 12th May, at Noon.
	YAWATA MARU, Capt. J. Nagao, Tons 5,000	FRIDAY, 9th June, at Noon.

SHANGHAI, MOJI & KOBE	HAKATA MARU, Capt. A. Macker, Tons 7,000	WEDNESDAY, 10th May.
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NAGASAKI, KOBE and YOKO.	YAWATA MARU, Capt. J. Nagao, Tons 5,000	WEDNESDAY, 10th May, at 4 p.m.
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KOBE and YOKO.	KAGA MARU, Capt. M. Hagino, Tons 7,000	THURSDAY, 27th April, at 11 a.m.
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BOMBAY, &c.	BINGO MARU, Capt. S. J. G. Parsons, Tons 7,000	TUESDAY, 2nd May.
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† Fitted with new system of wireless telegraphy. † Cargo only.

* Carries deck passengers. Calling at Keelung and Shimon.

PASSENGER SEASON 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

To Marseilles and London via Suez Canal.

RATES OF PASSAGE

Steamers	Tons	Leave Hongkong	To London, per New Steamer
Aki	7,000	10th May	1st class Single...Y560
			Return...825
			2nd class Single...800
			Return...640
			Old Str. 1st class Single 600
Mishima	9,000	24th "	" Return 760
			" 2nd class Single 840
			" Return 495

To Victoria, B.C. and Seattle, Wash. U.S.A.

RATES OF PASSAGE

Steamers	Tons	Leave Hongkong	To Pacific Coast Common Points
Awa	7,000	23rd May	1st class Single...£30
			2nd ".....£21
Inaba	7,000	20th June	To London via New York
			1st class Single...£60
			via St. Lawrence
			1st class Single...£69

With option of rail between calling ports in Japan. Connecting with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to freight, Passage Sailing, &c., apply to

T. KUSUMOTO, Manager.

[5.]

CHINA NAVIGATION

CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMER.	TO SAIL
TSINGTAU, CHEFOO AND NEWPOHANG	"NANCHANG".....	29th April, D'light.
HAIPHONG.....	"SUNGKIANG".....	29th " Noon.
SHANGHAI.....	"CHENAN".....	29th " M'night.
MANILA, CEBU & ILOILO.	"TEAN".....	2nd May, 4 p.m.
MANILA, ZAMBOANGA & AUSTRALIAN PORTS	"OHANGSHA".....	3rd " 4 p.m.
TIENSIN.....	"KUEICHOW".....	5th " 4 p.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly:

S.S. "LINTAN" and S.S. "SANDU."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A Duty qualified Doctor in carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—Twin Screw Steamers "Tea" and "Tanjing" saloon accommodation amidships; electric fans fitted; extra state-rooms on deck, aft. saloon accommodation of s.s. "Kaifong" in situated on deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chenan, Linan, Chinghua) with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at ten o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Agents.

Telephone No. 36. Hongkong, 27th April, 1911.

[5.]

Shipping—Steamers

HAMBURG-AMERIKA LINE

IN CONJUNCTION WITH Deutsche Dampfschiffahrts Gesellschaft "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to

Marseilles, Havre, Bremen and Hamburg and to New York.

Taking cargo at Through rates to all European Northern Continental British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.	HOMEWARD.
For Shanghai, Kobe & Yokohama:	For Marseilles, Havre & Hamburg:
S.S. "Frelenfeld".....6th May	S.S. "Senegambia".....27th April
"Scandia".....18th May	For Rotterdam, Hamburg & Antwerp:
"Slavonia".....4th June	S.S. "Bdgravia".....8th May
"Sagovia".....15th June	For Havre, Bremen & Hamburg:
"Spezia".....1st July	S.S. "Saevia".....10th May
"Siloia".....12th July	For Rotterdam, Hamburg & Antwerp:
"O. Ferd. Lutz".....23th July	S.S. "Sachsen".....24th May
For Further Particulars, apply to—	For Marseilles, Havre & Hamburg:
	S.S. "Bayern".....3rd June

Hamburg-Amerika Linie, Hongkong Office.

Hongkong, 21st April, 1911. [966]

HONGKONG—PHILIPPINES. PHILIPPINES STEAMSHIP CO.

Steamship.	Tons.	Captain.	For	Sailing Date.
ZAFIRO...	4000	M. C. Smith.	MANILA	SATURDAY, 29th Apr., 4 p.m.
RUBI.....	4000	S. Crosby	CEBU & ILOILO	WEDNESDAY, 10th May, 4 p.m.

For Freight or Passage apply to

SHEWAN, TOMES & CO. GENERAL MANAGERS.

Hongkong, 21st April, 1911. [11]

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN. (Occupying 9 to 10 days.)

STEAMSHIP CAPTAIN LEAVING.

Haiyang...Capt. W. C. Passmore FRIDAY, 28th April, at 11 a.m.

Haiyang...Capt. A. E. Hodgins...TUESDAY, 2nd May, at 11 a.m.

Haitan...Capt. J. S. Horsch...FRIDAY, 6th May, at 11 a.m.

FOR SWATOW AND RETURN. (Occupying 3 Days).

Haimun...Capt. J. W. Evans...SUNDAY, 30th April, at 10 a.m.

Steamers will arrive at, and depart from the Company's Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, Laprak & Co., General Managers.

057]

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
Empire.....	April 7.	May 2nd, at 11 a.m.
St. Albans.....	May 5.	May 27th, at Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars, apply to

Gibb, Livingston & Co., Agents.

[967]

TOYO KISEN KA'SHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE.

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines for Europe.

PROPOSED SAILING FROM HONGKONG (SUBJECT TO ALTERATION.)

Steamer	Tons	Captain	Date of Sailing
America Maru.....	11,000	A. G. Stevens..	Friday, 4 May 5, 1 p.m.
Tenyo Maru.....	21,000	E. Bent.....	Friday, 4 May 12, 1 p.m.
Nippon Maru.....	11,000	H. S. Smith...	Friday, June 2, 1 p.m.
			† Triple Screw, turbine engine.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

The Steamship "HONGKONG MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, and HONOLULU, on FRIDAY, the 5th May, at 1 p.m.

Steamer

Hongkong Maru.....11,000 H. Hinkuma Saturday, June 17, 1 p.m.

Kiyo Maru.....17,200 H. Nishi Thursday, Aug. 15, 1 p.m.

Buyo Maru.....10,000 K. Hashimoto Saturday, Oct. 11, 1 p.m.

The Steamship "HONGKONG MARU" will be despatched for MOY, KORE, YOKOHAMA, HONOLULU, MANZANILLO, BALICA CRIZ, CALAO, IQUIQU, VALPARAISO and CORONA on SATURDAY, 27th June, at 1 p.m.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, Local Manager.

KING'S BUILDING (Opposite Blake Pier).

[98]

OUR CONTEMPORARIES.

WHAT THEY THINK.

China Mail.

IMPROVING CHINA'S WATERWAYS.

It is interesting to recall in passing that when the last rebellion broke out at Kwei-lin it took the native troops some three weeks to arrive at the scene of the disturbance, whereas had the river been as navigable as it might well be they could have been there within a couple of days or so. Then, again, the facilities which could be secured for the transport of minerals and the encouragement to mining enterprises generally would justify this question being thoroughly gone into, more especially as railways are quite out of the question in many places. A uniform depth of some three feet would be quite sufficient for the purposes of launch traffic, and were nothing further than this done the gain would be immense. In most of the rivers of South China and Tonkin the depth of water in winter is quite insufficient for the purposes of navigation, while, on the other hand, in summer months the velocity is so great that the course of the navigable channel is constantly shifting, the banks are frequently washed away, and the silt which gathers in the centre of the river often prevents even the smallest boats from using what should be and could easily be made, a constantly navigable stream.

Daily Press.

THE BURDEN OF THE EASTERN CROWN COLONIES.

We are sorry not to find in the telegraphic summary of the speeches made in Parliament on Monday any reference to an impending change in the incidence of this levy, but rather a very pointed intimation that the Imperial Government is receiving from the Colonies of Hongkong and the Straits Settlements sums which fall very far short of the expenditure on the Garrisons maintained at these stations. On the other hand it must not be forgotten that the taxpayers who are expected to defray this expenditure have not the least power of control over the size of the garrison or the money spent upon it. Colonel Yate, who questioned the Secretary of State for the Colonies, as well as the Prime Minister on the subject of the military defence of the Crown Colonies, seems to be under the impression that the garrison at Hongkong is here purely for the defence of the Colony, but it is unnecessary for us to point out that the troops stationed here are available for the protection of British property and British interests in the Far East wherever they are attacked. The British community of Shanghai, for instance, counts as much upon the help of the British forces stationed in Hongkong in time of difficulty and danger as does the population of Hongkong, but Shanghai's contribution to the maintenance of British troops in the East is limited to its expenditure on the maintenance of a Volunteer Force. In these days of increasing armaments we fear there is not much prospect of the burden of the Eastern Crown Colonies being

SLAUGHTER OF CATTLE.

RINDERPEST IN THE PHILIPPINES.

It is reported that a drastic campaign, so sweeping in nature that it will completely wipe out all traces of the rinderpest which has been devastating several Luzon provinces, has been decided upon by the Governor General of the Philippines.

Briefly summarized, the plan is to quarantine all cattle which have had a possible chance of infection with the disease and when infection is once proved, cattle will be slaughtered at once and the owners compensated for the loss.

The value of the slaughtered cattle will be appraised by a board composed of American and Filipino officials.

The work of extermination of cattle which show infection will begin in Iloilo and Bulacan provinces and the corps of veterinarians will move up through Pampanga, Zambales and Nueva Ecija into Pangasinan and La Union, which have both suffered extensively from the ravages of the disease.

This plan was tried in La Union and contrary to general expectation met with approval throughout the province, the Filipino officials being especially cordial in their reception of it. A telegram received from the governor of La Union brought a request for a wider authority to lay all infected cattle. Governor Montinola of Iloilo province has wired a similar request.

CLEVELAND DUE NEXT DECEMBER.

As stated some time ago, two round-the-world tours are being arranged by the Hamburg-American line to be taken by the steamer Cleveland, and further details are now available. The first of the tours, which will be eastward, the second being westward, will begin on November 1 next, and will occupy exactly 110 days, of which 17 will be spent in India and 14 in Japan. Starting from New York, the following places will be visited:—Madeira, Spain, Italy, Egypt, India, Ceylon, Burma, the Malay Peninsula, Java, the Philippine Islands, China, Japan, the Sandwich Islands, including an overland American tour. The party will be in Colombo on December 7 and will leave on December 9. The second voyage will start from San Francisco on February 17, 1912, and arrive in Colombo on April 25 of the same year, and after a two days' stay there, the Cleveland will leave for Bombay.

It has been decided to take on only 500 passengers as it has been found that more than this number will interfere with the comfort the organizers wish to give their passengers.

OUR DIARY.

Thursday, 27th April.
Bijou Scenic Theatre, 9.15 p.m.
Empire Cinematograph, 9.15 p.m.

Friday, 28th April.
Stockbrokers' Association's Selling Day for April.
Philharmonic Concert 9.15 p.m.

Lady Lugard At Home.
Saturday, 29th April.
Departure of Coronation Contingent.

Entries close for Lawn Bowls Open Singles Championship.
Hongkong Football Club Annual Dinner.
H. Price and Company, Ltd., Annual Meeting, 12.30 p.m.
Corinthian Yacht Club Yachting, 5 p.m.

Entries close for Lawn Bowls Open Singles Championship.

Monday, 1st May.
Shanghai Spring Race Meeting.

Tuesday, 2nd May.
Organ Recital at St. John's Cathedral.

Shipping—Steamer.



The Peninsular & Oriental Steam Navigation Company.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship.

"ASSAYE,"
Captain G. W. Cockman, R.N., carrying His Majesty's Mail, will be despatched from this for Bombay, &c., on SATURDAY, the 29th April, 1911, at Noon, taking passengers and cargo in connection with the Company's s.s. "Moran," 11,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay by the s.s. "Egypt," due in London on the 9th June, 1911.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent.
Hongkong, 18th April, 1911. [1]

Regular Steamship Service to New York, via PORTS and SUEZ CANAL (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.
S.S. "MONTROSE" ... About 4th May.
FOR BOSTON AND NEW YORK.
S.S. "MUNCASTER" (About 11th May).
For Freight and further information, apply to DODWELL & CO., LTD., Agents.
Hongkong, 20th April, 1911. [958]

THE AMERICAN & ORIENTAL LINE.

FOR NEW YORK (With liberty to call at the Malabar Coast).

THE Steamship.

"AFGHAN PRINCE,"
Captain Thomas, will be despatched for the above port on or about the 18th May.
For Freight and Passage, apply to ARNOLD, KARBURG & Co., General Agents.
Hongkong, 18th April, 1911. [1064]

"SHIRE" LINE OF STEAMERS, LIMITED. FOR LONDON, ROTTERDAM & ANTWERP.

THE Steamship.

"FLINTSHIRE,"
Captain G. C. Cundy, will be despatched as above about 12th prox.
For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, 24th April, 1911. [1078]

LEE YEE

HAIR DRESSING SALOON.
HAS ALWAYS ON HAND CIGARS, CIGARETTES AND TOILET REQUISITES FOR SALE.
13, D'ARJULAR STREET, HONGKONG.

MAN CHEONG,

15, WELLINGTON STREET CENTRAL, HONGKONG.

SWATOW DRAWING WORK.
Gentlemen and Ladies' TAILORS & OUTFITTERS.
Embroidery, Pongee Silk, Glass Cloth, Canton Silk and Lace, &c., &c.
Hongkong, 23rd January, 1911. 855

CLOUET, CHAMPAGNE EXTRA DRY.

24 pints at \$22.50.
FRENCH STORE,
1 Queen's Road.

Hongkong, 15th Mar., 1911. [47]

Consignees

TOYO KISEN KAISHA.
NOTICE TO CONSIGNEES.
FROM SAN FRANCISCO, HONOLULU and JAPAN PORTS.

THE Steamship

"AMERICA MARU."
The above named steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on SATURDAY, 29th April at 5 p.m., 1911, will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown. No Fire Insurance whatever will be effected.

No Claims will be recognized after the Goods have left the Steamer or Godowns, and all Goods remaining undelivered on THURSDAY, 4th May, afternoon, will be subject to rent and landing charges.

All chafed and otherwise damaged cargo to be left on board or godown and examination of same to be arranged. All claims must be filed on or before May 10th, 1911, otherwise they will not be recognized.

K. MATSUDA, Agent.
Hongkong, 26th April, 1911. [1083]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "PATHAN" FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of H.M. Wharf, at Kowloon, whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd prox. will be subject to rent. All claims against the steamer must be presented to the Underwriter on or before the 26th prox. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd prox. at 3 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, 26th April, 1911. [108]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"KAGA MARU,"
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 3rd May, will be subject to rent. No Fire Insurance has been effected. Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives, at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.
Hongkong, 26th April, 1911. [5]

NOTICE TO CONSIGNEES. FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING,"
having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at consignees' risk and expense.

Cargo remaining on board after 2 p.m. of the 28th inst., will be landed at consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the Vessel will be landed and stored at consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

DAVID BASSOON & CO., LTD., Agents.
Hongkong, 26th April, 1911. [1083]

ENTERTAINMENTS.

BIJOU SCENIC THEATRE.
(FLOWER STREET).
CINEMATOGRAPH VAUDEVILLE.
Friday 28th.
BENEFIT
FOR
MISS VERA FERRACE,
ALL SEATS \$1.

Lessee and Manager: R. H. STEPHENSON.

CAPSTAN MIXTURE

MEDIUM & FULL In 1/4 lb. Air Tight Tins.



W. D. & H. O. WILLS.



THE BERNSE ALPS MILK CO.
STALDEN EMMENTHEL, SWITZERLAND.

"No. 10" SCOTCH WHISKY.

BOTTLED AT DUNDEE, SCOTLAND.

Agents: F. BLACKHEAD & CO.,
HONGKONG & CHINA.

CLARK & CO.

Scientific

Opticians,

YORK BUILDINGS,

CHATER ROAD,

Ground Floor.

For Sight Seeing in an Up-to-date

MOTOR,

RING UP 1039.

THE EXILE MOTOR GARAGE.

Hongkong, 15th April, 1911.

[1058]

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work. Electrical Drives, Hydraulic & Pneumatic Tools installed throughout the Works.

GRAVING DOCK

78ft. by 88ft. by 84ft. 6 in.
Pumps empty Dock in 2 1/4 hours.

THREE PATENT SLIPWAYS

taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHEDS RANGING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.

MANAGERS AND AGENTS:

BUTTERFIELD & SWIRE,
HONGKONG, CHINA & JAPAN.

ENTERTAINMENTS.

THE "Empire" Cinematograph Theatre,
Des Vaux Road Central, opposite Central Market.
THIS WEEK
Commencing TO-MORROW,
The Beautiful
Artistic
Picture:
"SEMIRAMIS,"
a lavishly-mounted
BIBLICAL STORY.
Hongkong, 24th April, 1911. [852]

VICTORIA SKATING RINK.

5 'O'S 1 'N'S Daily

THE BEST FLOOR.

The Company has decided to reduce the Prices from 1st April, 1911, to the end of the Season.

Hongkong, 24th April, 1911. [890]

FRIDAY,

APRIL 28th,

9.15 P.M.

PHILHARMONIC CONCERT.

Booking: Lane, Crawford & Co. [1070]

STEAM LAUNDRY CO.

YAUMATI.

Established 1899.

THE only successful Steam Laundry in the Far East. The only Laundry in the Colony under European Supervision.

Filtered Water. Regular Delivery, Flannels and underwear washed by skilled Japanese.

Monthly rates quoted. Dry cleaning a speciality. Depot No. 4, Bascomfield Arcade. Tel. K32.

R. WOOD, Manager.

Hongkong, 1st Mar., 1911. [931]

PHONE 482.

HONGKONG MOTOR GARAGE.

TRY OUR

New 40 H. Power

RUBY COLOUR

CARS

Carry 6 Passengers.

THE BEST AND NOISELESS

\$7. per hour

DRAGON CYCLE DEPOT,

63, Des Vaux Road Central. [49]

Consignees

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "SUMATRA," FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ, and STRAITS.

Consignees of Cargo by the above named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 27th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Mondays and Thursdays. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 20th April, 1911. [4]

WANTED.

WILL ANY PERSON WHO WITNESSED THE MOTOR incident near No. 2 Police Station on Friday evening last, in which a Chinese was injured, communicate with the Captain Superintendent of Police. Hongkong, 26th April, 1911. [1078]

HONGKONG AND KOWLOON WHARF & GODOWN CO., LD.

MR. WILLIAM SAMUEL BROWN will act as Secretary of the above Company during my absence from the Colony.

By Order of the Board, EDWARD OSBORNE, Secretary.

Hongkong, 26th April, 1911. [1077]

NOTICE TO MARINERS.

THE Coast Inspector, Maritime Customs, Shanghai, reports a STEAMER "SUN K" in the following position:—

Elgar Island bearing S.S.W., distance 4 Miles.

C. W. BROCKWITH, Commodore, R.N., Harbour Master, &c.

Hongkong, 26th April, 1911. [1080]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A FINAL DIVIDEND of Twenty Dollars per Share for the year 1909 and an Interim Dividend of Thirty Dollars per Share for the year 1910, will be payable on WEDNESDAY, the 26th instant.

Warrants may be had on Application at the Office of the Society on and after that date.

By Order of the Board, O. MONTAGUE EDE, Secretary.

Hongkong, 26th April, 1911. [1084]

NETHERLANDS LLOYD

of

AMSTERDAM AND

BATAVIA.

The Undersigned having been appointed AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at CURRENT RATES.

WENDT & CO.,

Hongkong, Canton & Swatow.

TSANG KWONG COMPANY.

ELECTRICAL AND GAS CONTRACTORS.

230, Des Vaux Road Central.

Telephone No. 990.

Hongkong, 2nd Jan., 1911. [79]

